

---

# Meeting Minutes

## West Linn TSP Update

Citizens Advisory Committee (CAC) Meeting #3

Thursday, May 7<sup>th</sup>, 2015 – 6:00 to 8:00 p.m.

West Linn City Hall – 22500 Salamo Road, West Linn, OR 97068 – City Council Chambers

---

**Meeting Organizer:** Zach Pelz, City Project Manager

**Meeting Purpose:** The purpose of CAC Meeting #4 was to:

- Review the changes to the project evaluation criteria that were made as a result of PAC input at PAC Meeting #3.
- Review Technical Memorandum #11 (draft project list and priorities based on the updated criteria), and discuss how the prioritization impacts the financially constrained project list.

**Discussion Topics and Action Items:**

### Evaluation Criteria

- Updates to the evaluation criteria are included in at the end of tech memo 11 in attachment A
- Same primary goals, with several changes:
  - Made criteria less binary
  - Accounted for transit use
  - Gave more weight to projects in trails master plan
  - Incorporated metro regional plans
  - Reevaluated total points in each category - Safety now has the most potential points under each category
- Concepts presented in previous memo are now shown as projects
- How do the regional priorities factor in? We know from the regional policy to address the low hanging fruit first - Do TSMO prior to major financial and major capacity based improvements.
  - There is an evaluation criteria aimed at TSMO projects, which gives them some priority.
- TM11 presents the first draft of what is in the high medium and low categories. We have applied the criteria over a broad range of projects. We will look at what the evaluation criteria is telling us and identify where we need to make changes.

- Right now we have a little buffer within the constrained plan- 20 percent. That gives us some room to add things in. There may be some things that you want to add others that you want to take out. We needed to allow buffer to allow for changes in cost estimates, etc.
- What is the time period?
  - The horizon of the TSP is 25 years
- Is there any consideration for projects that may be picked up by development?
  - It is not accounted for in the cost estimates right now. Of the 80 million, we would assume some of that would be completed by private development, but most private development improves local streets only.
  - Also, the money shown here contributes to the SDC calculation - anything on the list related to future development and/or growth will be applied to the SDC.
- When the City looks at prioritization, we look at high medium and low, the individual scores don't matter as much. We seem to be in a good position considering we have funded our whole high priority project list. However, we may want to make changes, so we are trying to get that feedback and input on what is important.
- A number of the high priority projects are on Highway 43, how do we address those?
  - From a cost perspective we have included them in the high bucket, we did not assume any ODOT or regional funds, only city funds. The City can expect that some projects on Highway 43 to be good candidates for outside funding, but they are very unlikely to get funded without a significant match.
  - When they City stages improvements we typically see a 10-15 percent match, but we will likely see at 20-25 percent match. We look at developer contributions for those types of facilities, local match, regional funds, etc. Right now we have a negative outlook for regional funds. Hopefully the region gets better and we get a more positive outcome.
  - Good subject for West Linn citizens to grapple with - How much does the City want to invest in Highway 43 to stimulate economic development?
  - ODOT doesn't control their own money, OTC now has regional ACT or committee for the region. There is a big regional process and competition for the funds.
  - Currently OTC is grappling with the question of whether all the money for the next STIP cycle should go to maintenance, leaving nothings for improvements.
- How does ODOT delineate between maintenance and improvements?
  - The STIP has two programs: Fix-it and Enhance it. All maintenance projects are handled under the Fix-it program.

## Functional Classification

- Functional classification relates specifically to the development code and to roadway design, access management – spacing of driveways – the higher the classification the stricter the requirements.
- Streets with higher designation are where we want the traffic to go. Collectors and arterials will not get Neighborhood Traffic Management (NTM). From a technical perspective, if it is an arterial or collector it is held to a higher level of design, less slope, less grad change.
- Does that include other restrictions like weight limits?
  - There are no weight limits on streets in the City – garbage trucks have to drive down every street every day.
- Would there be more options for NTM on a collector than an arterial?
  - Yes, speeds would be slower, curb radii would be tighter, curb extensions could be used, but options for NTM (speed humps, etc.) are not big on arterials and collectors.
- Is there a list of the changes (from/to)?
  - **No, but we will add one to the memo.**
- Is Dollar Street more suitable as a minor arterial or collector to allow for transit access?
  - No. Dollar will not serve transit in the future. It will be provided along Willamette Falls Drive, which is a parallel route.
- How would you know as a developer that you are expected to make a connection between Dollar Street and WFD?
  - The local street connection map includes a future connection between Dollar Street and WFD.
- One of the bigger safety issues is the acute angle of the intersections along Dollar Street. It is really hard to see around sharp angles, maybe small fixes could be included?
- 19th street is really well traveled and there is not shoulder or sidewalks. Is it included in the project list
  - **No, but we will add projects for sidewalks and bike lanes on 19th Street.**
- Do we have a consistent guide for development?
  - The consistent guide is the TSP. The community development code allow some flexibility for new projects.

## Local Street Connections

- LSC 8 – Horton Road - What would it take to get it developed?
  - It is located on private property, so it is only a matter of time before someone comes in with a development application.

- **Any connections that you would like to see advanced as part of the TSP improvement projects – one that doesn't have to wait for private development, we would like to know**
- **We would like all feedback from the group by Monday.**
- Is there a reason why it would be difficult to connect Dollar Street to WFD?
  - Not difficult, it is just that the school owns the property. They have been marketing the property, but have not sold it yet.

## Project Tables and Maps

- No comments on the priorities for the bike/ped projects on arterials, collectors, or local streets.
- Do you think there are opportunities for additional safety points for SRTS?
- Are there some areas where priorities between SRTS should be different? For example, some areas don't need sidewalks because the parents drive their kids to school every day.
- Many people drive their kids to school every day.
- Teenagers need a SRTS plan as much as elementary school kids.
- Should they have different priorities?
- **TAB liked the idea of programmatic approach with a set aside amount each year, maybe \$200,000, for SRTS projects each year with possible an option to use funds for capital or educational components.**
- Ask the schools what they need – what would be most affective/meaningful – infrastructure or outreach?

## Transit

- **The city would benefit from more than one park and ride on Highway 43**
- Rather than additional capacity, consider second location.
  - The Highway 43 Concept Plan update and other plans have considered under I-205 bridge as a possibility.

## Motor Vehicle Plan

- Are all signal projects along Highway 43, which are show as high priority, needed today or in the future?
- People tend to go 45 mph on WFD – is there a way to slow those vehicles down?
- Is there an opportunity to increase the priority of the projects near 10th Street interchange?
  - Yes

- **Highway 43/WFD should be high priority.**
- Is the Highway 43/WFD intersection being realigned?
  - No
- Is it an ODOT intersection?
  - Yes, but the City is responsible for identifying potential improvements
- Why realign Tannler Drive?
  - Future development will require a traffic signal at Tannler Drive/Blankenship Road. The realignment will provide greater separation between 10th Street and Tannler Drive.
  - **M18 is mislabeled**